



Claim 1, (Canceled).

Claim 2, (Canceled).

Claim 3, (Canceled).

Claim 4, (Canceled).

Claim 5, (Canceled).

Claim 6, (Canceled).

Claim 7, (Canceled).

Claim 8, (Canceled).

Claim 9, (Canceled).

Claim 10, (Canceled).

Claim 11, (Canceled).

Claim 12, (Canceled).

Claim 13, (Canceled).

Claim 14, (Canceled).

Claim 15, (Canceled).

Claim 16, (Canceled).

Claim 17, (Canceled).

Claim 18, (Canceled).

Claim 19, (Canceled).

Claim 20, (Canceled).

Claim 21, (Canceled).

Claim 22, (Canceled).

Claim 23, (New) : A rotary wing having a spar that flexes and mounts a wing sheets forming flying surface extending spanwise and rotatable about the spar longitudinal axis without transmission of flexural movement to the wing sheets, the spar mounting a rotatable transverse rib, the said transverse rib comprising a power transmission means coaxially mounted for axial rotation about said spar, the said transverse rib comprising generally spanwise opposed rib means extending within a portion of the wing sheets and detached from said wing sheets.

Claim 24, (New) : A rotary wing having a spar that flexes and crosses its axis and mounts a wing sheets forming flying surface rotatable about the said spar without transmission of flexural movement to the wing sheets, the said spar mounting a rotatable transverse rib, the said transverse rib comprising a drive means coaxially mounted for axial rotation about said spar, the said transverse rib comprising generally spanwise rib means extending within a portion of the said wing sheets such that the wing sheets are capable of sliding on said spanwise rib means, the said rib means engaging the wing sheets such that axial rotation of said drive means is transmitted to said wing sheets.

Claim 25, (New) : An assembly according to Claim 24, the power driving the said spanwise rib means not applied to them from within the wing sheets.

Claim 26, (New) : A rotary wing having a spar that flexes and crosses its axis, and wing sheets forming flying surfaces and mounted upon a frame including said spar and rotatable about the longitudinal axis of said spar without transmission of flexural movement to the wing sheets, the spar mounting a rotatable transverse rib adapted to receive power transmission through a drive means coaxially mounted to said transverse rib for axial rotation about said spar, the said transverse rib carrying opposed rib means extending generally spanwise within a portion of the said wing sheets such that the wing sheets are capable of sliding upon the said rib means, the said rib means engaging the wing sheets such that axial rotation of said drive means is transmitted to said wing sheets, the said transverse rib and the said rib means constituting a structure independent from said frame, the wing sheets being driven by a structure bringing no contribution to the wing sheets structural strenght.

Claim 27, (New) : An assembly according to Claim 24, the said rib means engaging a portion of the wing sheets such that the axial rotation is transmitted through a relative movement between said rib means and the said wing sheets, wherein the wing sheets undergo limited movement in the plane of the wing relatively to said rib means while the said rib means are relatively fixed in the said plane, wherein the said rib means keep generally parallel to the spar longitudinal axis during the 360° of angular rotation, the

said limited movement being produced by the relative movement between the wing sheets and the frame.

Claim 28, (New) : An assembly according to Claim 26, whereby the said frame does not transmit rotation to said rib means.

Claim 29, (New) : A rotary wing comprising a spar that flexes, the spar being mounted upon an aircraft fuselage, and wing sheets forming a flying surface and mounted upon a frame including said spar and rotatable about said spar without transmission of flexural movement to the wing sheets, the said fuselage comprising an engine, the spar mounting a rotatable transverse rib adapted to receive power from said engine through a power transmission means coaxially mounted to said transverse rib, the said transverse rib comprising generally spanwise rib means extending within a portion of the wing sheets, the wing sheets being capable of limited movement relatively to said rib means, the said rib means engaging the wing sheets such that the said engine is capable of transmission of power to the said flying surface without transmission of power to the said frame.

Claim 30, (New) : An assembly according to Claim 26, the said spanwise rib means being fixed to said transverse rib in position suitable for engaging the wing sheets while allowing the relative movement between the wing sheets and the frame.

Claim 31, (New) : An assembly according to Claim 24, the said flying surface including longitudinal edges, the said spanwise rib means mounted at a chordal distance between them such that they keep clear from the said longitudinal edges and the wing sheets are able to angle in the chordal plane while the spar has reached its maximum flexion.

Claim 32, (New) : An assembly according to Claim 24, the said flying surface including a root chordal edge, wherein a chordal clearance in the plane of the wing between the said transverse rib and the said chordal edge is maintained such to accommodate the angling of the said chordal edge during the 360° of angular rotation of the said flying surface.

Claim 33, (New) : An assembly according to Claim 23, wherein the said rib means driving the wing sheets are positioned not in a chordwise direction.

Claim 34, (New) : An assembly according to Claim 24, the said spanwise rib means mounting coaxial tubes capable to turn about them, wherein the said tubes engage the wing sheets such that they transmit rotation to the said wing sheets while being capable of limited rolling on the said wing sheets during the limited movement between said spanwise rib means and the said wing sheets.

Claim 35, (New) : An assembly according to Claim 24, the said span-wise rib means transmitting rotation to the wing sheets being not fixed to the spar and not rotated by the spar.

Claim 36, (New) : An assembly according to Claim 24, the said span-wise ribs being independent from the spar flex.

Claim 37, (New) : An assembly according to Claim 26, the axial rotation to the wing sheets being not transmitted through a relative movement between the wing sheets and frame means, wherein the said rotation is transmitted through a relative movement between the wing sheets and rib means not constituting part of the frame.

Claim 38, (New) : An assembly according to Claim 24, wherein the spar has no drive means fixed to it.

Claim 39, (New) : An assembly according to Claim 26, the chordal distance between said rib means being suitable for engaging the wing sheets and drive them for axial rotation while not hindering the relative movement between the wing sheets and the frame.

Claim 40, (New) : An assembly according to Claim 24, the rotation being not transmitted to the wing sheets by the wing sheets of an

adjacent flying surface with an autonomous assembly to achieve the flexing of the spar.

Claim 41, (New) : An assembly according to Claim 23, the power being transmitted only to the root portion of the flying surface flanking the fuselage.

Claim 42, (New) : An assembly according to Claim 24, the said transverse rib and the said drive means being mounted such that a spanwise clearance between them is maintained.

Claim 43, (New) : An assembly according to Claim 24, the transmission of rotation to the wing sheets being achieved without transmission of rotation to the spar.

Claim 44, (New) : An assembly according to Claim 29, the rotation being not transmitted through a relative movement between the wing sheets of two adjacent flying surfaces each with an autonomous assembly to achieve the spar flex, wherein the wing sheets of one flying surface transmit rotation to the wing sheets of the other flying surface.